

On the Road

ON THE RELIEF ROUTE-S.R.1

Route 7 to U.S. Route 113

Issue 8

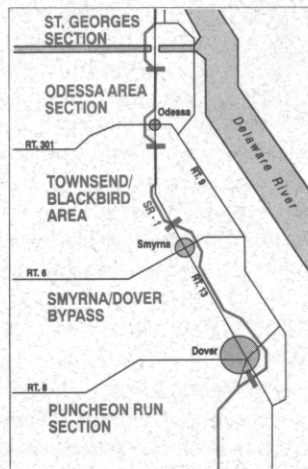
Winter 1992

SR-1 RELIEF-ROUTE PROGRESS MARCHES ON!

The year 1992 promises continued design and significant construction of the SR-1 Relief Route. This year all Early-Action overpasses and bridges will be completed or under construction, including the new C & D Canal Bridge. This bridge's scheduled construction start-up in the spring is the result of successful funding negotiations between the U.S. Army Corps of Engineers and DelDOT. In late fall of last year DelDOT received its first \$7-million installment of a total \$21-million initial commitment approved by Congress for the canal bridge.

Also significant in 1992 will be the commencement of the final-design phase of the Relief Route's Later Sections: Odessa area, Townsend/Blackbird area, and Puncheon Run/South Dover area. DelDOT conducted numerous workshops last year for these sections leading to Design Public Hearings scheduled for this year. After these hearings the Federal Highway Administration formally begins its design-approval process, followed by the federal and state permitting

process. Then DelDOT and its engineering consultants begin final-design drawings—which are used to guide construction—with a completed set of documents anticipated in 1995.



Once construction documents are prepared, DelDOT starts the construction-bidding process by advertising the numerous contracts involved in these Later Sections. Bids are then received from contractors and reviewed, and finally construction contracts awarded. Construction of the Later Sections is anticipated to begin in the mid to late 1990's and continue for approximately three years thereafter.

The completion of the SR-1 Relief Route project will mark the culmination of Delaware's most ambitious and comprehensive highway project. It is a project that began in its most recent form in 1984 (but dates back to the 1950's!) and is successful only through the ongoing, significant input from the citizens of Delaware, local government officials, and state and federal agencies. ■



Delaware Department of Transportation

Kermit H. Justice, Secretary

On the Road is published periodically by the Delaware Department of Transportation and is the official newsletter of the SR-1 Relief Route project.

ATTENTION ODESSA AND DOVER-AREA RESIDENTS AND BUSINESSES!

Notices of future workshops and public hearings will appear in local newspapers and be sent to people on the SR-1 mailing list. *On the Road* recipients are requested to submit names and addresses of friends and neighbors interested in joining the mailing list to:

On the Road
c/o KFS, Inc.
219 N. Broad Street
9th Floor
Phila., PA 19107

PROJECT SCHEDULE

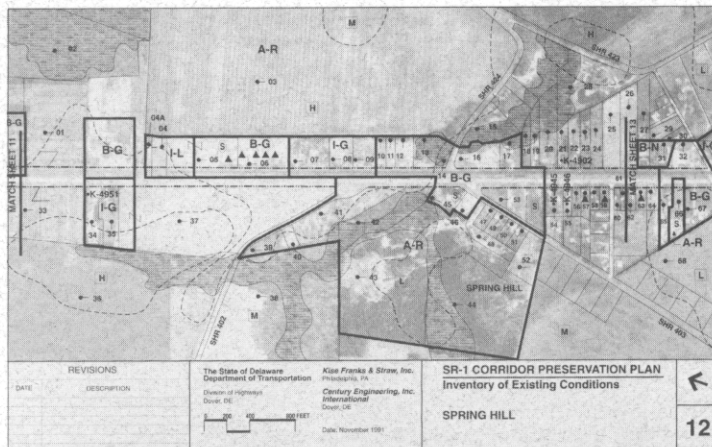
Final-Design Phase
Construction Phase

	1992	1993	1994	1995	1996	1997	1998
ST. GEORGES SECTION • St. Georges Bridge • Bridge Approaches							
ODESSA AREA SECTION • Scott Run to N423 • N423 to Appoquinimink Creek							
TOWNSEND/BLACKBIRD AREA • Appoquinimink Creek to Townsend Area • Townsend Area to North of Smyrna							
SMYRNA/DOVER BYPASS • Smyrna Bypass • Smyrna to Dover • Dover Bypass • Dover Air Force Base (to Route 10)							
PUNCHEON RUN SECTION • US 13/113 Connector	(as currently proposed)						

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Mile STONES



An example of the maps used to review permit applications as part of the SR-1 Corridor-Preservation Program.

aside for possible future construction of service roads and/or road widening. In some cases where parcels are critical, DelDOT may consider advanced acquisitions, but only where owners are voluntarily willing to sell their properties. The program ultimately relies on close cooperation between DelDOT, land owners and the counties for its effectiveness.

• SMYRNA BYPASS: Flex-float mats a success

The Hardaway Company's use of environmentally sensitive mats to protect Mill Creek from construction equipment was a resounding success! The bridge is nearly complete; concrete decking will be poured in the spring. The K12 bridge structure—to carry traffic over the SR-1 mainline—was finished in December and the south Smyrna interchange's parapets and approaches are now under construction. Also, construction of the bypass bridge north of Smyrna that will carry traffic on SR-1 over Route 13 is highly visible; steel girders and concrete formworks will be set this winter and concrete deck poured in the spring.

• SMYRNA TO DOVER SECTION: Trestle bridge nearly complete

The temporary trestle bridge from which construction crews will work when building the Leipsic River bridge is approaching completion. This trestle bridge is necessary due to the sensitive nature of the river and surrounding wetlands at the project site. Construction on the permanent bridge has begun with the driving of piles.

• DOVER BYPASS: Three overpasses down, one to go

Three of the four overpasses (K67, SR8 and K88) to be constructed as a part of the bypass are just about complete. The temporary bridge that was constructed to carry equipment and materials across Route 113 without disrupting existing traffic has been a great success. DelDOT anticipates dismantling the bridge in late spring or early summer of this year. Crews have driven the piles for the fourth overpass—at Denney's Road—and begun laying the substructure concrete; completion is anticipated during the summer. And, site-preparation work for the toll plaza continues.

• PUNCHEON RUN SECTION: A second look

In September and November 1991 DelDOT conducted two well-attended public workshops regarding the Puncheon Run segment of the SR-1 Relief Route project. The workshops serve as the principal means of involving the public in the process of looking again—as stipulated in the 1987 Final Environmental Impact Statement—at alternative locations for a limited-access link between SR-1 (east of Dover) and Route 13 south of Dover. ■



Construction of the bridge north of Smyrna moves ahead; this bridge will carry mainline Relief Route traffic over Route 13.

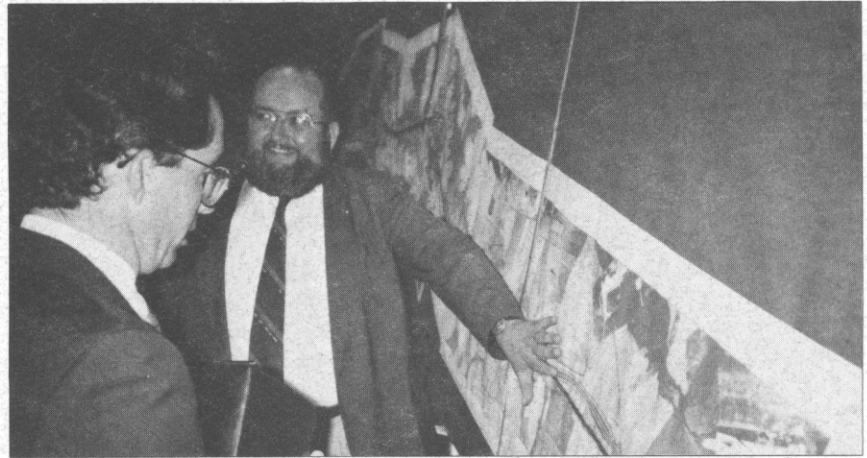


Construction of the Leipsic River bridge requires an innovative trestle bridge to support equipment.

One PERSPECTIVE

"One Perspective" is a regular feature of On the Road and is designed to provide readers with insights into the "behind-the-scenes" activities associated with the Relief Route.

For this issue, "One Perspective" talks with Michael McGrath, aglands preservation manager for the Delaware Department of Agriculture. Mike and the department work closely with DelDOT and other federal, state and local regulatory agencies in the overall planning of SR-1 and other highway projects in Delaware.



Aglands Preservation Manager Mike McGrath (pointing to aerial-photo display) at an SR-1 Relief Route public workshop.

OTR. How and why did the Department of Agriculture become involved in highway-planning projects?

MMcG. In 1981 the Agricultural Lands Preservation Act was passed by the Delaware General Assembly. Its purpose was to sensitize government agencies, including the Department of Transportation, to the issues associated with Delaware's shrinking agricultural resources. The act subsequently established a section within the Department of Agriculture to administer a pro-active program requiring public projects to minimize adverse impacts on Delaware's agricultural lands. In essence, the message of the legislation was clear:



This Department of Agriculture logo appears on Delaware-produced agricultural products.

there are to be no impacts to agriculture without an adequate finding of public need.

OTR. What is so unique about highway projects and the impacts they have on agricultural lands?

MMcG. New roadways often serve to "drive" development to otherwise undeveloped settings, such as farmlands. Additionally, highway projects are linear in form—sometimes miles and miles in length—and their impacts are neither as easily defined nor predictable as typical land-development projects. In fact, it was the SR-1 project that established a systematic method of measuring proposed-highway-corridor impacts on agriculture that is now accepted as the national model by the USDA.

OTR. What impacts on farmlands do the Departments of Agriculture and Transportation strive to minimize when planning new roadways in Delaware?

MMcG. In terms of locating a new facility, it is very important not to divide whole farms into smaller pieces with a limited-access highway. This not only requires taking active agricultural land but may have a devastating effect on the operations of a working farm. Another important impact to avoid—and this is as much a land-use planning issue as one related to transportation projects—is uncontrolled commercial development adjacent to the new roadway or surrounding interchanges between the new and existing facilities.

OTR. From the perspective of the Department of Agriculture, what is the ideal alignment for a new highway project?

("One Perspective" continues on page 4)

DID YOU KNOW?

- Delaware ranks 8th among the 50 United States for percent of land area that is agricultural in use and, at the same time, ranks 6th in the nation for percent of land that is urban; no other state ranks nearly so high in both land-use categories, making Delaware a very unique environment.
- In 1990 there were 2,900 farms in Delaware, averaging 197 acres in size.
- Farmland and managed forest account for 80 percent of private land in Delaware.
- Nearly 232 million broilers (7-week-old, 4-pound chickens) were produced statewide in 1990; Sussex County alone produces more broilers than any other county in the nation.
- The Department of Agriculture administers the Century Farm Program to recognize the importance of farming families which have operated the same farm for 100 years or more.

("One Perspective" continued from page 3)

MMcG. Use of an existing roadway corridor is most desirable. Historically many of Delaware's roads were sited on high ground and served to transport agricultural products throughout the state. These roads often formed boundaries to farm properties, many of which have remained the same for at least the past 60 years. Use of these corridors for new highways is least disruptive to farms and their operations. Yet, because the Department of Agriculture's perspective needs to be balanced with many other concerns, this ideal location is seldom achieved.

OTR. *Short of using the existing corridor, what's the next best location for new roads?*

MMcG. Keeping the new roadway as close physically to the route it's intended to improve is the next best approach. Close proximity helps to maintain existing access to properties and minimizes the "no man's land" between the new and the old

road, which often develops as a strip of uncontrolled commercial establishments.

OTR. *We all can appreciate the valuable scenic role open space and agricultural lands play in an otherwise built-up environment. But why else are agricultural lands worthy of preservation?*

MMcG. Agriculture may be considered Delaware's largest industrial sector. It has a significant positive impact on the state's economy. For example, agriculture is a larger employer than the chemical industry in Delaware. Since a large portion of our agricultural products are not exported and stay in Delaware, the industry feeds back into our own economy. And, as a limited resource, once agricultural land is taken for development—be it for residential, commercial or highway projects—it's irreplaceable; they simply aren't making it anymore! ■

TO OUR READERS:

The State of Delaware and the consultant team are committed to continuing the citizen-input process during the design and construction phases of the project. We invite you to write us with questions or comments regarding *On the Road* or to arrange for a presentation to bring your group up to date on the Relief Route. To receive your free copy of *On the Road* as well as other mailings related to the project, please write or call us with your request.

For More INFORMATION

CONTACT DeIDOT

Delaware Department of Transportation
PO Box 778
Dover, DE 19903

- Public Information - contact Michele Ackles, Manager of Community Relations, at 739-4313
- Design Issues - contact Dave DuPlessis, Project Coordinator, at 739-4643
- Environmental Issues - contact Joe Wutka, Location Studies Engineer, at 739-4642
- Right-of-Way Acquisition and Relocation - contact Ira White, Project Acquisitions Manager, at 739-2776

Or CONTACT THE CONSULTANT TEAM

Kise Franks & Straw
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Philadelphia, PA 19107
Toll-Free: 1-800-343-3084

- Project Manager - Susan F. Gibbons
- Newsletter - Alan S. Urek, Editor
Sheri Sanzone, Project Planner

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